

The China Mail.

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號一十月二十年十九百八千一英

HONGKONG, THURSDAY, DECEMBER 11, 1890.

日三十月十年寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & CO., 20, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. 4. BATES HENRY & CO., 27, Walbrook, E.C. 4. SAMUEL DENNIS & CO., 150 & 154, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 151, Fleet Street.

PARIS AND EUROPE.—AMERSON PRINCE, 35, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAYTER, THE CHINESE EVANGELIST OFFICE, 52, 17th Street.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, and NEW ZEALAND.—JAMES & GORDON, Melbourne and Sydney.

OKYON.—W. M. SMITH & CO., THE AUSTRALIAN CO., Colombo.

SINGAPORE, STRAITS, & SATEL & CO., Singapore, C. HENNING & CO., Malacca.

CHINA.—MAGDO, A. A. D. QUES, Amoy, N. MOORE, Fookien, HEBER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, HANK, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$8,168,062.50
RESERVE FUND, \$9,482,127.20
RESERVE LIABILITY OF \$8,168,062.50

COURT OF DIRECTORS.
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—J. S. MOORE, Esq.
T. E. DAVIES, Esq.
W. H. FORBES, Esq.
H. HOPKINS, Esq.
Hon. J. J. KESWICK, Esq.
ALEX. MC CONACHIE, Esq.

Chief Manager.
Hongkong, December 3, 1890. 2076

Shanghai, LOUIS WALTER, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG INTEREST ALLOWED.
ON CURRENT DEPOSITS ACCOUNTS at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved mercantile and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON, Chief Manager.
Hongkong, September 11, 1890. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank is marked on Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
THOMAS JACKSON, Chief Manager.
Hongkong, May 13, 1890. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL, £2,000,000.
PAID-UP CAPITAL, £500,000.

LONDON:
Head Office, 40, Threadneedle Street.
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposits, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 3 " 3 " " "
" 6 " 3 " " "
ON CURRENT DEPOSIT, ACCOUNTS 2 per cent. per annum on the daily balance.

E. W. HUTTER, Manager.
Hongkong, September 4, 1890. 1503

Intimations.

FOR ONE WEEK ONLY!

CLEAR A CONSIGNMENT.

JEWELLERY, DIAMONDS, WATCHES!
SUITABLE FOR CHRISTMAS PRESENTS.

MESSRS. KUHN & Co. will submit FOR SALE FOR ONE WEEK ONLY, First-class JEWELLERY, consisting of EXQUISITE DIAMONDS, and Gold and Silver WATCHES, all of the latest make and style.

FOR ONE WEEK ONLY.
KUHN & Co.,
21 & 23, Queen's Road.
Hongkong, December 10, 1890. 2125



MAGNIFICENT EXHIBITION

SUPERB JAPANESE PORCELAIN, GOLD LAQUERWARE, GOLD & SILVER INLAID BRONZES, EXQUISITE VASES, IVORY CARVINGS.

All of the Highest Class.

BROUGHT DIRECT FROM JAPAN BY MR. SEIYEMON IKEDA of Kobe.

Testimonials.
From H.R.H. the Prince Albert of Wales, their Royal Highness The Duke and Duchess of Connaught and Several of the Princes of the Blood of the German and other Empires, whose Autographs can be inspected at the SHOW ROOM.

AT MESSRS. W. S. MARTEN'S, 2, Duddell Street, which will be OPEN to the Public, on MONDAY NEXT, the 8th Inst.

The most interesting and splendid Exhibition of Art Treasures ever opened in Hongkong.

SEIYEMON IKEDA, Proprietor, From Kobe-Japan.
Hongkong, December 3, 1890. 2076

NOTICE.

MR. S. IKEDA, of KOBE, JAPAN, who is now showing his EXHIBITION of JAPANESE FINE ART, at Mr. W. S. MARTEN'S Office, 2, Duddell Street, intends leaving Hongkong on the 16th Instant.

Hongkong, December 10, 1890. 2124

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.
Hongkong, December 10, 1890. 2121

HONGKONG RIFLE ASSOCIATION.

THE Sixth COMPETITION for the Subscription CHALLENGE CUPS and RANGE SPOONS will take place on SATURDAY NEXT, the 15th Instant, commencing at 3.30 p.m.

Ranges—800 and 900 Yards, 10 Shots at each range. Entrance Fee, 30 Cents. A Launch will leave the P. & O. Pier at 3 o'clock p.m.

C. VIVIAN LADDS, Hon. Secretary.
Hongkong, December 3, 1890. 2117

ROTHEN MARK LODGE OF HONGKONG, No. 204.

A Regular MEETING will be held on SATURDAY, the 18th Inst., at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, December 5, 1890. 2089

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

NOTICE TO MEMBERS.

ORDINARY MEETINGS of this Association will be held, in future, at the New Head-quarters, of the opening of which Notice will be given at an EARLY DATE.

CHESNEY DUNCAN, Hon. Secretary, B/O The Committee.
Hongkong, December 4, 1890. 2034

ROUYER, GUILLET & Co., COGNAC, France.

For Ten Years THE LARGEST SHIPPERS of BULK BRANDY.

ALL COMMUNICATIONS DIRECT TO LONDON BRANCH.

ROUYER, GUILLET & Co., 59, Mark Lane, London, E.C.

14th August, 1890. 1443

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Undersigned is prepared to PURCHASE FRACTIONAL CERTIFICATE SHARES at Current Market Rates. Persons holding the same are requested to apply at the Company's Office, No. 4, Praya Central.

EDWARD OSBORNE, Secretary.
Hongkong, December 2, 1890. 2068

Business Notices.

LANE, CRAWFORD & CO.

HAVE A FULL SUPPLY OF Wines, Spirits and Liquors OF ALL KINDS.

ARE AGENTS for the 'AYALA' CHAMPAGNE and 'KIRIN' JAPANESE BEER, which they receive fresh at short intervals.

LANE, CRAWFORD & Co. also receive regularly PRESERVED PROVISIONS from the best packers.

PRICE LISTS ON APPLICATION.

LANE, CRAWFORD & Co.

Hongkong, November 22, 1890. 2001

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THE Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co.

HAVE A SPLENDID SELECTION OF

LADIES' AND CHILDREN'S JACKETS AND ULSTERS,

With the new 'MEDICI' COLLAR.

W. POWELL & Co.

Victoria Exchange, November 20, 1890. 2046

NEW HATS.

CHRISTY'S and HEATH'S BLACK, BROWN and GREY FELT HATS.

DOUBLE and SINGLE TERA and OTHER SOFT-VELTS.

LADIES' FELT HELMETS, and BEST ENGLISH-MADE STRAW HATS.

CALCUTTA PITH HATS, TWEED CAPS.

ROBERT LANG & Co.

Hongkong, July 28, 1890. 1324

Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixth Ordinary General MEETING of the SHAREHOLDERS in the above Company, bearing the Numbers specified below that unless the Call of Fifteen Dollars per Share together with the INTEREST thereon at the Rate of 12 per cent. per annum from the date of the Provision of Section X, Subsection VIII of the Articles of Association of the Company, shall be paid on or before the 17th day of December, 1890, the said Shares will be liable to be FORFEITED, and under the Provision of Section X, Subsection VIII of the Articles of Association of the Company, the Board will pass the necessary Resolution for the Forfeiture of the said Shares.—Nos. 6/8, 127/146, 227/301, 327/356, 382/401, 402/441, 542/581, 997/1000, 1076/1103, 1184/1193, 1199/1248, 1342/1386, 1527/1576, 1737/1876, 1817/1826, 1837/1846, 1983/1993, 2017/2176, 2456/2625, 2771/2800, 3210/3285, 3301/3303, 3414/3415, 3426/3490, 3527/3530, 3531/3535, 3196/3505, 3601/3625, 3656/3685.

By Order of the Board of Directors, J. WHEELLEY, Secretary.

Hongkong, November 20, 1890. 1992

Intimations.

THE PEAK HOTEL and TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SHAREHOLDERS in the above Company, bearing the Numbers specified below that unless the Call of Fifteen Dollars per Share together with the INTEREST thereon at the Rate of 12 per cent. per annum from the date of the Provision of Section X, Subsection VIII of the Articles of Association of the Company, shall be paid on or before the 17th day of December, 1890, the said Shares will be liable to be FORFEITED, and under the Provision of Section X, Subsection VIII of the Articles of Association of the Company, the Board will pass the necessary Resolution for the Forfeiture of the said Shares.—Nos. 6/8, 127/146, 227/301, 327/356, 382/401, 402/441, 542/581, 997/1000, 1076/1103, 1184/1193, 1199/1248, 1342/1386, 1527/1576, 1737/1876, 1817/1826, 1837/1846, 1983/1993, 2017/2176, 2456/2625, 2771/2800, 3210/3285, 3301/3303, 3414/3415, 3426/3490, 3527/3530, 3531/3535, 3196/3505, 3601/3625, 3656/3685.

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By Order of the Board of Directors, J. WHEELLEY, Secretary.

Hongkong, November 20, 1890. 1992

Auctions.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PRINTING PLANT, Etc., Etc.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 13th December, 1890, commencing at 2.30 p.m. sharp, at the Residence of Mr. S. A. NORONHA, Zetland Street,—

As previously advertised, THE ENTIRE HOUSEHOLD FURNITURE, Etc., Etc.

THE PLANT AND STOCK-IN-TRADE OF PRINTING ESTABLISHMENT.

Catalogues will be issued, and the above is on view now. TERMS OF SALE—Cash on delivery.

G. R. LAMBERT, Auctioneer.
Hongkong, December 9, 1890. 2120

To Let.

HOUSES at the PEAK and at 'BRILLIOS TERRACE' GODOWNS in DUNDRELL STREET.

SHIP No. 6, 'BEACONFIELD ARCADE', Queen's Road.

Apply to BELILIOS & Co.

Hongkong, December 10, 1890. 2112

To Let.

NO. 4, 7, 9 & 11, SEYMOUR TERRACE.

ROOMS in COLLEGE CHAMBERS.

OFFICES and CHAMBERS in CONNAUGHT HOUSE, Queen's Road Central.

OFFICES in VICTORIA BUILDINGS.

'TUSOULUM' MAGAZINE GAP.

No. 3, Gough Hill, The Peak—FURNISHED.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, December 10, 1890. 93

To Let.

HONGKONG ICE COMPANY, LTD.

TO LET.

THAT Suite of OFFICES on the First Floor of the Company's Premises in LEWIS LANE, at present occupied by Messrs. HOLLAND, WISE & Co., with entrance from Queen's Road. Possession from 1st March next.

Also, ONE GODOWN on the Ground Floor which can be let in connection with the above Office, or separately as desired.

For Full Particulars, apply to the MANAGERS at the Dock, or to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 27, 1890. 187

To Let.

Immediate Possession.

OFFICES at No. 17, PRAYA CENTRAL (above Messrs. DOUGLAS LAFRAIK & Co.'s Premises).

TERRIBLE TRAGEDY NEAR HONGKONG.

THE STEAMER NAMOA ATTACKED BY PIRATES.

CAPTAIN POOCK AND TWO OTHERS MURDERED.

Hongkong was startled this morning by the news of a tragedy such as one might think was impossible in these days. The annals of the Colony furnish many instances of murderous attacks on British vessels by Chinese pirates, but it has long been thought that the steps taken to suppress piracy had rendered steamers safe from anything of this kind. The feeling of security may have led to an injudicious relaxation of vigilance, but whether such is the case or not the event which has sent a thrill of horror and indignation through Hongkong this morning shows that powerful and bloodthirsty bands of pirates capable of attacking large and well-equipped British steamers still exist, and that they are ready to take advantage of any opportunity to prosecute their deadly work. This latest instance of piracy on a British vessel has resulted, we are sorry to say, in the death of the well-known and much-respected commander of one of the Douglas steamers, Capt. Poock, of the *Namoa*. His fate was shared by a European passenger and one of the native quartermasters of the vessel. The details of the tragedy are as follow:—

The *Namoa* left Hongkong for Swatow at 8 a.m. yesterday morning, with five saloon and 220 Chinese deck passengers on board. The Chinese were chiefly returned emigrants from San Francisco and the Straits who were going home with the savings they had accumulated in their absence from their native country. All went well till 1.15, at which time the vessel was passing the Island of Ping Hoi. Suddenly, from among the Chinese passengers a band of between forty and fifty men made their appearance on deck. They had changed the dress in which they came on board for a kind of uniform, not unlike that worn by Chinese soldiers. All were armed with revolvers and cutlasses. Before any of the crew could realize what this demonstration meant the pirates, evidently following a carefully laid plan, had divided themselves into four gangs and commenced a simultaneous attack on the saloon—where the Captain and passengers were at tiffin—the engineers' and officers' quarters, the bridge and the engine-room. The attack was so sudden and so determined that resistance was impossible, and apart from that the pirates had taken steps to prevent anything of the kind by first taking possession of the arms and ammunition belonging to the ship. The engineers' and officers' quarters were first opened fire on. The second engineer and second officer were sitting at tiffin when several shots were fired and stinkpots thrown upon them. The second engineer, Ramsey, was shot through the arm, but wounded as he was he made his escape to the engine-room. The second officer was made a prisoner and ordered under threats of instant death to show where the treasure and valuables were. Another gang had attacked the third officer, Eddy, on the bridge. He jumped from the bridge and made his escape to the engine-room, where he was followed by the pirates. He also received a shot in the arm. The third engineer, who was in the engine-room when the attack commenced, was joined by the second engineer and the second officer, both seeking refuge in the same place. The three men consoled themselves under the boilers, and for some time eluded the search of the pirates.

In the meantime another gang had attacked the saloon. Some of them pointing their revolvers through the skylight, called on the Captain to come on deck. One man spoke in pidgin English. He said, "We are going to rob the passengers, and we want to settle with you." Captain Poock, after some parley, left the table and walked towards the door of the saloon. He had hardly reached the door when one of the pirates, who was standing at the door, deliberately fired at him, the bullet taking effect in the right breast. Captain Poock did not fall at once, but managed to stagger into his stateroom and sank dying on his bed, blood flowing profusely from his fatal wound. He expired there about half an hour afterwards.

Meanwhile the pirates were pursuing their fiendish work. The saloon passengers had rushed from the tiffin table and concealed themselves in their rooms, into which shots were fired and stinkpots thrown. The second mate, surrounded by a party of pirates with revolvers and drawn cutlasses, was compelled to go into the saloon and tell the passengers to come out of their rooms and go into the Captain's stateroom and stay there if they did not want to be killed. The passengers thereupon came out of their rooms and went into the stateroom, where Captain Poock lay dying. Here they were looked in and a watch of four men put over them. The chief engineer, who was at tiffin in his own room, ran aft to the saloon, several shots being fired at him on the way. He got into the Captain's stateroom and was kept a prisoner there with the others. The chief officer had hid himself in the pantry, where shots were fired at him and stinkpots thrown in. It being impossible to stay there, he came out and was imprisoned in the Captain's stateroom, the

object of the pirates evidently being to get all the officers and Europeans into this place and keep them there. The second and third engineers and third officer were still concealed in the engine-room. The pirates took the second mate there and ordered him to tell the concealed men that if they came out no harm would be done to them. They then came out and were imprisoned in the Captain's stateroom. All the officers, engineers and European passengers having been put into this place the door was nailed up and the windows closed, and the guard of four pirates continued to keep watch over the place, occasionally intimidating the prisoners by thrusting their cutlasses and the muzzles of their revolvers in through the openings of the jalousies. Mischance as was the condition of the imprisoned passengers, one of their number had been still more unfortunate. This passenger, a high-boat-keeper in the Chinese Customs service, named Petersen, was not in the saloon with the others when the attack commenced. Feeling unwell he sat down on deck aft and was taking a glass of claret and a biscuit there. When the first rush was made aft by the pirates they began their bloody work by shooting this man, who fell with four bullet wounds in his head.

The systematic way in which the attack was carried out is shown by the fact that the pirates at once took charge of the ship. They made the fireman take charge of the engines and compelled the crew to carry on such work as they wished done. Three native quartermasters were fired at, all of whom were hit. One of them was thrown overboard and the other two fell, seriously wounded. The two Chinese cooks were also wounded. The ship was taken out to sea for some distance, and at four o'clock she was turned towards Hongkong again. Meanwhile a portion of the band had been devoting themselves to the work of looting. It happened that there was no treasure on board, but the pirates tried to make amends for this disappointment by taking everything of value that could easily be carried. The crew were compelled to turn out and ransack all the luggage of the passengers, European and Chinese, and all the money and valuables that could be found anywhere on the ship were taken. At 7.30 p.m. the ship had been brought back to the place where the attack was commenced, where six junks were waiting. The ship's lights were all extinguished and the whistle was blown as a signal to the junks, the crews of which responded by throwing blue lights on the water. The steamer was then anchored and the work of transferring the loot to the junks was commenced. When this had been accomplished with the assistance of the *Namoa*'s native crew the pirates regaled themselves with a feast on deck, and then made preparations for taking leave of the vessel. The ship's side-lights were thrown overboard, the firemen were ordered to draw the fires and open the safety valve so as to blow off the steam, the windlass was disabled, and generally everything done that could be thought of to delay the ship from getting away. Before leaving, the pirates threw a bag containing about 200 dollars into the engine-room as a cushion to the fireman. They quit the ship about nine o'clock, and a quarter of an hour afterwards the officers, engineers and passengers broke out of their stifling prison, where the dead body of Captain Poock lay. The ship was then got in readiness as quickly as possible for returning to Hongkong, where she arrived at eight o'clock this morning. The wounded were at once removed to hospital. The body of Capt. Poock lay in his stateroom, and on the deck was that of the passenger Petersen. The deck of the ship was strewn with such portions of the passengers' luggage as had been rejected by the pirates, while all over the ship could be seen the marks made by bullets and stinkpots.

The pirates did not take any of the cargo, although there were forty chests of opium on board, their desire evidently being not to carry away anything by which they could be traced.

H.M.S. *Limnet* with Capt. Stewart, of the Chinese cruiser *Kai-pan* on board, will be sent to Pinghoi to-morrow to prosecute inquiries. It is surmised that the pirates (or the junkmen, at least) are Shaikwan men.

PERSONAL NARRATIVES.

From Mr. E. K. Chandler, who was a passenger on board the *Namoa* for Foochow, we have obtained the following narrative: We left Hongkong about 8 o'clock yesterday morning. The only other saloon passengers were Mr. Wales, a missionary, Captain Saunders, Lloyd's Surveyor, Foochow; Captain Petersen, light keeper, Amoy; and a Parsee whose name I do not know, five in all. Strange to say as we were going through the Lyseum, the *Greyhound* incident, to which the catastrophe that befell us is so similar, was being talked of, Mr. Wales taking a great interest in the details. There was nothing on board to suggest anything unusual. The outbreak of the pirates came like a thunderclap. The only thing that might have aroused suspicion was the large number of Chinese passengers who about noon were smoking cigars. One of the officers remarked that some of the rich Chinese passengers must have been very liberal with his cigars. And had we been able to put two and two together as we can after the event, we might have con-

rected this with the fact, noticed by some of the officers, that a large number of passengers came on board smoking. There can be no doubt that the lighting of the cigars was a signal to prepare. However we had not the remotest idea of what was to happen. There were about six cutlasses in a state at the top of the saloon companion. Just before tiffin, Mr. Wales, who was conversing with the Captain, casually asked that they were used for. The Captain remarked that they were very serviceable some twenty years ago, but there was fortunately no use for them now. Little did he think that the Chinese were about to demonstrate that their nature had not changed, and that all that was wanted was the opportunity to act.

I was a little sick and did not go into the saloon for tiffin remaining in my cabin. I did not therefore see the commencement of the sad affair. I believe among the first things they did was to shoot Captain Petersen, who was having his tiffin on deck. He received four shots in the head, one through his forehead, one through his eye and two in other parts of the head. The pirates, I believe, acted as though they had rehearsed their part a dozen times. They donned uniform for the occasion. Some had red beads and others white, and they acted as soldiers under a leader. While some of them were disposing of Captain Petersen, others covered with their revolvers each cabin door, and when over a head was popped out they fired. I popped out five times to see what was going on and several bullets came my way, but they broke on the rails and fortunately did not hit me. I picked up one or two as a memento of the terrible experience. A stinkpot was also thrown at the cabin door, which set fire to the floor. I popped out my head again and shouted 'fire,' and afterwards succeeded in extinguishing the fire with a jug of water.

Meantime a number of the pirates had assembled round the sky-light of the saloon, and several shots were fired at the tiffin table. The Captain, upon the steward asked what they wanted. The pirates shot down one of their men with an interpreter. They wanted, they said, the passengers' money and valuables. In presence of such a large body of men armed and thoroughly organized the Captain and those who were with him in the saloon were powerless. The Captain said they would give up what they had. The pirates replied that they wished the Captain to come on deck and make arrangements. The Captain promised to go, if they would not shoot him. He had no sooner, however, got to the top of the companion than he was shot in the breast.

While this was going on in the saloon, the third mate, who was on the bridge, was shot through the arm. The second engineer, who was tiffing in his cabin, was, just as he was lifting his knife, hit by a ball which went through his wrist. He rushed into the engine-room and from there he fired several shots from a revolver, killing, he says, one of the pirates who was attempting to go down the engine-room stairs, and wounding another. He wanted the firemen to turn on the hose from the boiler, but the firemen would not help him. He then ran between decks and managed to get into the Captain's cabin.

The pirates now thought they had shed sufficient blood. They told us that if we would go to the Captain's cabin and remain quietly there, they would not touch us. Those who were in the saloon at the time the Captain was shot had regained their own cabins. They had to leave them, and we were all marched to the Captain's cabin, a body of pirates surrounding us, with their pistols levelled at our heads and their swords waving. The Captain, after he was shot, managed to reach his cabin, and into this place ten of us were shut. Captain Poock lingered for about twenty minutes. The pirates had sufficient charity in their hearts to give us a little water to moisten his lips. I think he must have suffered great pain. He spoke continually about his wife and asked us to remember him to her. It was a sad, heart-rending scene. I shall never forget the horrors of the eight hours we spent in that place with the dead body, not knowing at what minute it might enter into the heads of the pirates to blow the vessel up or sink her. Through a part of the window we could see a little of what was going on. They put all the Chinese passengers into the saloon. They went first to the treasure room, but happily found nothing there. Then they ransacked the luggage of all the passengers, European and Chinese, entering the cabins and taking everything they could get in the shape of money, watches, and knives. About seven o'clock they blew the whistle and threw lights into the sea. We had been steaming all this time, making as we afterwards learned a circular course bringing us back pretty nearly to the spot where the attack began. They kept our firemen, but did the rest of the work themselves. They stationed men on the bridge, and the engines were worked without any European supervision. The blowing of the whistle and the lights in the water were a signal for junks to come alongside and take off all the things. Before leaving they knocked holes with big hatchets in all the boats, so that we could not get out afterwards. About 8.45 p.m. the junks, with the pirates and their plunder, left the ship. About nine o'clock we got the ship turned about and made for Hongkong. The pirates had dropped the anchor, which we slipped. We, in the Captain's cabin, knew nothing about the fate of Petersen. His body was only discovered at 11 o'clock last night. One of the quartermasters, who was

shot dead and thrown overboard. Others say he jumped overboard to avoid being shot. He is missing at any rate. Other two quartermasters were seriously wounded.

The value of the plunder is said to be about \$30,000. There were a number of rich Chinese passengers on board returning from San Francisco, the Straits, &c., to their homes. I have no doubt the pirates got wind of this, and carefully arranged their plot. There were about fifty or sixty of them, and they were evidently acting in concert with others. After loading the ship they landed on a small island, alongside which the ship was hove to, and where, after being liberated, we saw a large bonfire. There were six rifles at the top of the saloon companion and about an equal number against the engine-room. But what could they do? The pirates chose the hour when the officers and passengers were at tiffin, and they were on their guard. They of course carried off all the rifles with them.

Mr. Wales, a lay missionary connected with the English Presbyterian Mission, who has just come out from Hongkong and was one of the passengers on the *Namoa* gives the following account of the affair:—We were sitting at tiffin in the saloon and had just had soup when I heard some shots fired. My first impression was that a quarrel had arisen among the Chinese. I learned afterwards that these were the shots which were fired at Mr. Petersen. We all left the tiffin table and rushed to the cabin door, which was open. We found the men through the Chinese steward, what they wanted. 'We want the passengers' money and valuables,' was the reply. 'What are you going to do with them?' inquired the Captain. 'We will anchor the vessel at night, and leave her; we will wait you to come up, so that we may get with you first.' The Captain said he would go up if they promised not to shoot. The promise was at once given, and Captain Poock left the table and went up the companion way. He had not got on deck when we heard two shots fired, one of which was at Mr. Petersen. We all left the table and rushed to our rooms and shut ourselves in. Some of the pirates were still in the saloon, and when any of us opened the door of our cabin, to see what was going on, we were fired on. A stinkpot was thrown into my room through the port-hole. It was just starting to burn when I caught it and extinguished it by stamping on it with my foot. In a short time some of the pirates brought the second officer along and he told us we were wanted to go into the Captain's stateroom. There was no help for it and we all came out and did as we were ordered. There was not a weapon of any kind amongst us and we went into the stateroom. When we found the Captain lying there in a dying state, he was evidently bleeding internally. He was conscious. Several times he moaned 'My poor wife,' and two or three times he complained of the pain he was suffering. At last he raised his arms and above his head, above his head, he gave a gasp and expired. Meanwhile the officers and engineers had been put into the stateroom, and there we remained, ten of us, confined in that small place for many weary, anxious hours. Shortly after we had been put into our prison we were made to deliver up all the money and valuables on our person. A number of the pirates stood at the door with revolvers levelled at us and one man, unarmed, was sent in to collect the spoil. We had to turn out our pockets and part with our watches &c. Then they locked us in and nailed wooden bars across the door. Afterwards they went into our rooms and ransacked our possessions, taking away everything of value. The whole thing had been very systematically arranged. I was almost saying beautifully arranged. There was not a hitch in the proceedings. The pirates were as cool as cucumbers and went about their work in the most business-like way. The Chinese passengers were taken up from the 'tween-decks and were carefully searched and put into the saloon, where they were afterwards secured in the same way as we were. To me, not having seen much of the Chinese, one Chinaman is very much like another, and I don't know that I should be able to recognize any of these who were so cruelly treated. I only know that I saw an elderly man, and he seemed to have perfect command over his murderous band. The eight hours in that stifling room, with a dead man in our midst, was a terrible experience. We could not imagine what the pirates might take it into their heads to do—blow up the ship, set fire to her, anything. We knew that they had turned the attack towards Hongkong, and as we approached the Island of Ping Hoi, where the attack began, we could see a huge beacon fire burning. Before they left, the pirates blew off all the steam, put out the fires and knocked holes in the boats. We got away from the place sooner than they expected we would. I have no special experience, but I think we might have done something, but I don't know that we would have succeeded against so large and so well-organized a force. I noticed the arms in the rack at the top of the saloon stairs that morning and was chaffing Captain Poock about them. I said I supposed they were a relic of old days. Captain Poock said, 'Yes, but we have still some pirates in this quarter; and one sometimes needs to take a weapon on going ashore.' He was showing me photographs of his children in the morning—little thinking he should never see them again.

THE HONGKONG UNITED SERVICE MUTUAL IMPROVEMENT SOCIETY.

The 3rd meeting of this Society took place in the Solent and Salter's Institute on Tuesday evening last. When Mr. Skerchley, who was introduced by the Chairman (Rev. Hamilton) in a few appropriate words, explained and illustrated by means of a magic lantern apparatus, an appreciative audience, the composition of a 'Chipp of Hongkong Granite.'

Commencing with an analysis of a piece of the stone in question, the lecturer very carefully and lucidly described the various substances of which it is composed, viz., mica, Rock Crystal, and Feldspar; the form of the several particles making up the whole, and illustrating the crystalline process by means of the lantern. Specimens of the above named substances, obtained from different parts of the globe, were handed round the meeting and received a minute inspection, and undoubtedly largely added to the interest taken in the lecturer's remarks.

Explaining the difference in form of the various rock crystals, and wherein certain forms of granite differ from others, Mr. Skerchley very happily and facetiously described the treatment to be given to that form of crystal known as the 'diamond.' With regard to this, it is plainly a case of 'first cut your hair, &c.'

Entering into the question of the original cause of formation of granite rocks, it was explained that the accepted theory of this formation, was the enormous pressure resulting from the depth of many miles below the earth's surface at which such formation took place, and that great heat, and water in the form of steam, also bore a part therein. The assumption that volcanic action is responsible for the present form of granite at the surface, and mountains, was shown to be an erroneous one, the combined action of atmospheric gases, wind and rain, being a sufficient agency to account for the many curious forms in which the rocks are found.

By means of photographic landscapes projected on the screen, comparisons were made of the rocky scenery of the Cornish, Nile, Dorsetshire coast, the Matterhorn, and several other places; granite being noticeable by its rounded outline as contrasted to the crag-like appearance of other formations.

A lecture proper was supplemented by a series of photographic views of Niagara in Winter, a wonderful production of Naples and Vesuvius (the lecturer very kindly explained which was the city and which the mountain, and said that the photograph—the production of an amateur—was chiefly remarkable for its badness) also some very excellent photographs of shells and various marine growths.

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CHINA AND KOREA.

A correspondent writes from Seoul to the *Japan Mail*, under date November 11th, as follows:—The word that is in everybody's mouth these days is 'Chikka,' by which is meant the special envoy who has just come from the Emperor of Korea to present to the King of Korea that Emperor's commission in view of the death of the Queen Dowager. From ancient times there has existed an intimate relationship between Korea and China which can best be described as paternal on the one hand and deferential on the other. Whether this relationship carries with it the idea of vassalage and humiliation is a question that I leave to those who are interested in political problems, and whose training and experience warrant them in expressing a public opinion. Of this one thing I can assure your readers, from personal observation and contact with different classes of Koreans, that the people of Korea look upon this relation as being more servile or humiliating than that of the son to the father, but as implying deep rough reciprocity and mutual good feeling. It may be safely assumed that all discord or chafing that arises is the result of growth in the lesser party. The son eventually reaches the point where in some respects he knows more than the father, and must decide for himself, however it may chafe the elder to see the change. It naturally follows that the elder cannot keep the younger under his tutelage excepting by one of two means, either the elder must keep pace with the younger, or else he must prevent the younger from advancing. But the mathematics of political economy show

the body had been removed during the day, but the economy has had to be postponed till tomorrow morning at nine o'clock, the post-mortem examination not having been completed.

The *Taiwan*, which arrived here to-day from Amoy, reports having seen the *Namoa* yesterday afternoon, at a time when she must have been in the hands of the pirates. It occurred to Captain Frampton at the time that either the *Namoa* was out of her course, or that the *Taiwan* was keeping too close inside, but of course there was no suspicion of the actual state of things.

An inquiry into the affair will be held to-morrow.

MURDER IN YI ON LANE.

At ten o'clock this morning the house number 8, Yi On Lane, was entered by a band of armed men, some living there was a fire on and snatched, receiving wounds which terminated fatally shortly afterwards. The murderers made their escape, but as they are known to the police, and as they are supposed to be still in the colony, it is expected that they will be found. The cause of the murder is said to be a quarrel about a woman.

STAY AT HOMES V. SINGAPORE TEAM.

The above cricket match will be played to-morrow and Saturday, commencing at 2 p.m. to-morrow. The following are the teams:—

Stay at Home. Singapore Team.

E. W. M. H. (Capt.) G. H. Blair.
S. Coxon E. M. Blair.
E. W. Stratton, r.n. G. G. Byla, r.n.
G. A. Woodcock A. J. Campbell (Capt.)
R. H. Herbert, r.n. S. L. Darby.
G. Taverner Capt. Dunn.
E. G. Young, r.n. F. Lammert.
R. Gardo, r.n. T. S. Smith.
L. Lamont, r.n. L. Lamont.
F. H. Walter, r.n. 2 others.

Tiffin on the ground on Saturday.

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beyond a doubt that the latter is the only possible way for China to maintain her paternal relation to Korea; for the law of inertia, the fundamental law of Asiatic civilization, says that large bodies move slowly, and that, other things being equal, the velocity of different bodies will vary with their mass. When China therefore gave her consent to the application of a final force to Korean political and social life in 1882, she laid herself open to the working of inevitable laws. It is hardly to be said that those laws are working, and will work, and consequences will inevitably ensue, but that by no means inflexible laws, and that not with perfect propriety perform those acts of defence towards China which she has performed from time immemorial as if, forsooth, a son should show less deference to his father the moment the son reached an age when he can think for himself. It is hardly to be said that any of the things that have taken place since then are in violation of the laws of inertia, indelible rights having been stipulated as a vassal and a slave! But I have wandered far from my subject. It is in view of the peculiar relations between the two countries that whatever a member of the Royal family of either country visits, the other sends an envoy bearing its expressions of condolence. Great preparations were made here for the reception of the 'Chikka.' Not far from the Great South Gate of Spill stands the imposing edifice which all extraordinary envoys from the Court of Peking are entertained. It is a solid imposing structure, built in the style of a Korean style, and is surrounded as is usual by a great mass of inferior buildings, and around the whole is a high stone wall. This building is occupied only when envoys come from Peking at the time of a Royal funeral or marriage of a King or a Princess. It is consequently on each occasion it requires to be completely overhauled and repainted and re-papered. Had you passed the place a few days since you would have seen a Korean artist standing on a high box against the wall opposite the front gate of this inclosure, painting blue, green, and red dragons on the wall, throwing his scroll to a young man blank space with astonishing rapidity, while paper ladders and masons and carpenters were bustling in and out with an amount of activity that in Korea is quite remarkable. The mission consisted of two individuals, one a real Chinaman and the other a Manchou. An observer would have been struck by the difference between these two men. The Chinaman was a small delicate man with a rather distinguished air, while the Manchou was a heavy imposing personage with an immense frame and a broad expanse of face. If the difference between these two men illustrates the difference between the pure Chinese and their Manchou conquerors there is no higher surprise in the fact of that conquest. When the envoy was escorted from Chemulpo, twenty-six miles distant, it was found impossible to make the whole distance in a single day, and the inhabitants of the little village of Orail, where the half way house is situated, turned out to meet the houses of mense and slept in booths in the fields that the escort might be comfortably housed. The whole road from Chemulpo to Seoul had been carefully repaired, all the streams were thoroughly bridged, and rough places smoothed. On the day when he was expected to arrive before the gates of Seoul a large number of troops were stationed over the space in front of the residence of the provincial governor, outside the West Gate, where it was intended that the King should first meet the envoy, and at the proper time His Majesty issued from the palace and proceeded to the place of rendezvous, accompanied by his Generals and a number of troops together with the Royal insignia. It was intended that immediately after the salutation the King should return to the palace by way of the West Gate in order to be in readiness to give audience to the envoy when he should enter by way of the south gate. For some reason not generally understood, the meeting outside the gate failed to take place, and His Majesty returned to the Palace, where at a later hour he gave audience to the envoy. The envoy was not attended by an escort of Chinese, but only by Koreans, excepting that two Chinese orderlies accompanied him, one walking on each side of his heavy red cloth, the King's chair which was covered with the light brown cloth which is the badge of mourning, and the bearers were clothed in the same colour. The whole dress of the King, though of the finest quality, was of the same colour.

LATE TELEGRAMS.

YOUNG BERNHARDT FIGHTS A DUEL, IN WHICH HE IS THE VICTOR.

Paris, November 7.—A duel between Maurice Bernhardt and M. Montley took place this morning on the island of Borne known as Grande Jatte. The duel was fought with revolvers. In the fifth assault Bernhardt inflicted a mortal wound on the forearm of Montley, from which the blood flowed freely. The second then put an end to the encounter. The duel grew out of an article published by Montley in the *Courier Français* on 'Cicopatra,' certain passages of which Bernhardt considered insulting to his mother, Mrs. Sarah Bernhardt. Bernhardt left for the morning that her son was to fight the next morning. Although much excited, he was able to go through with her part in the evening at the theatre. At the commencement of the second act, however, she broke down and had to leave the stage for a few minutes, until she had recovered her self-possession.

London, Nov. 8.—The case of a steam lifeboat which has just been brought out in England have proved remarkably satisfactory, the manœuvring powers of the boat being admirable. Going at full speed she made with the rudder a half circle in thirty seconds, and a full one in fifty seconds. Going slowly with the rudder and turning a full circle was made in forty seconds, and with the turbine alone in fifty-two seconds. By working levers on the deck the boat was brought from full speed to a dead stop in thirty-two seconds, and from a dead stop to full speed in four seconds.

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The Chancellor did not go to the length of disclosing the terms of the discussion over Signor Crispien's demand that the Emperor of Austria return King Humbert's visit to Rome. The relations between the Italian court and the Government of Austria have been further strained by advice from the Italian Ambassador at Vienna, Count Giulio Gualberti, the Papal Legation at Vienna, and the Emperor's Envoy Francis Joseph, that the Emperor and his suite, to break the connection with Italy. The *Reforma* of Rome continued to get hold of dispatches from Cardinal Gualberti to the Pope reporting progress in diplomacy tending to isolate the Italian Government. The authenticity of the dispatches has not been denied.

Prime Minister Crispien has been for a long time urging that the Emperor of Austria ought to return King Humbert's visit. He now insists upon Austrian recognition at Rome as the capital of Italy by the Emperor going to the Quirinal. The official press here is that the Emperor's belief started with authority to Signor Crispien and King Humbert by a promise that the Emperor of Austria would go to Rome in the spring. A communication from Count Kalnoky, the Austro-Hungarian Minister, received here by the Chancellor left it in question whether the Emperor would submit in the event of Signor Crispien maintaining that his recognition in Rome is necessary for the continuance of the triple alliance. Crispien's remarks indicate that the affair has been settled as Signor Crispien demands.

FRANCE FOR STANLEY.

London, November 9.—The Emin Relief Committee publishes a denial of the statements that it desired to acquire Emin's ivory rather than to rescue Emin's life. The committee says it only stipulated that if ivory was found it should be used to defray its expenses, but that none was received.

The expedition cost £104,350, and Stanley gave his services gratuitously, besides throwing up engagements of the value of £10,000; and further, generously placing at the disposal of the committee all the press money paid for his letters on the expedition, which sums amounted to £2000. Stanley was personally responsible for the selection of the members of his staff and agreements made with them.

MISCELLANEOUS.

Melbourne, Nov. 10.—The labor unions are suspending their action in some instances and in other cases reducing them with the object of attracting laborers into the unions and thus renewing the strength which has been greatly shattered by the strike. The unions complain of the failure of the English unions to respond to the call for funds.

Toronto, Nov. 10.—During the performance of 'Faust' at Dundrick a tremendous tumult arose in the audience over the knowledge that the director was a German. The people demanded his immediate dismissal before the opera could be continued and the manager was obliged to accede to prevent a riot.

Berlin, Nov. 10.—A bloody conflict at Ottens in the suburbs of Hamburg occurred to-day between striking glass-blowers and 300 police 'blacklegs.' One man was killed and many were injured.

London, November 10.—A St. Petersburg correspondent of the *Daily News* says that the defeat of the high tariff party in America has depressed the Russian tariff party.

Paris, November 10.—Vice-Admiral Obry, commander of the French squadron in the Levant, is dead.

London, November 10.—The Bank of France has consented to supply Madrid with £200,000 in gold.

Erzerum, November 10.—Five hundred armed Armenians concentrated at Maden on Russian territory yesterday and made a raid on several Kurdish villages, killing five persons. The band was attacked and dispersed by Cosaks.

Paris, November 8.—A man and wife named Pousy, with the assistance of their son, recently bent to death the legs of their daughter, whom they found in her room at night. All three were acquitted at the Haute-Vienne Assizes.

As they were leaving the Court-house they were attacked by an angry crowd, which attempted to lynch them. They were, however, rescued by the police after receiving several injuries.

London, November 12.—The *Chronicle's* Rome correspondent says that Princess Margaret, sister of the German Emperor, will wed the Prince of Naples, heir to the Italian throne, within a year. The Princess Margaret will become a Catholic.

Marseilles, November 12.—Baron Wieman, who is at the height of his fame, declared that he does not intend to renounce his nationality with the natives, but to organize the country and establish a civilized form of government.

Quotations.

HONGKONG, December 11.

OPIMUM.—New Patna, cash, 490/494.
" Old Patna, cash, 491/495.
" New Benares, cash, 491/495.
" Old Benares, cash, 491/495.
" New Malwa, cash, 500/504.
" Allowance, Tels., 24/40.
" Old Malwa, cash, 510/520.
" Allowance, Tels., 16/48.
" Persian, Oily, cash, 150/480.
" Allowance, Tels., 32/48.
" Persian, Paper, 675/600.
" Allowance, Tels., 50/50.

Exchange.

HONGKONG, December 11.

On London—Bank, Wire, ... 3/4.
" On Demand, ... 3/4.
" 30 days sight, ... 3/4.
" 60 days sight, ... 3/4.
" 90 days sight, ... 3/4.
" On Paris—On Demand, ... 4.32.
" 4 months sight, ... 4.42.
" On Berlin—On Demand, ... 3.45.
" On New York—On Demand, ... 89.
" On Demand, ... 89.
" Credit, 60 days sight, ... 84.
" On Bombay—Wire, ... 222.
" On Demand, ... 222.
" On Calcutta—Wire, ... 222.
" On Demand, ... 222.
" On Shanghai—On Demand, ... 72.
" 30 days sight, private paper, 72.
" Gold Loan, 100 fine, ... 831.30p. tal.
" Sovereign (Bank's buying rate) 8 5/8.

Temperature

THE CHINA MAIL.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PHOTOGRAPH SAILINGS FROM HONGKONG, 1890.

(REMARKS TO VENTURE.)
14th Dec.
15th Dec.
16th Dec.
17th Dec.
18th Dec.
19th Dec.
20th Dec.
21st Dec.
22nd Dec.
23rd Dec.
24th Dec.
25th Dec.
26th Dec.
27th Dec.
28th Dec.
29th Dec.
30th Dec.
31st Dec.THE Steamship *ABYSSINIA*, Captain
WILLIAMSON, R.N.R., sailing at Noon,
on SUNDAY, the 14th December, will
proceed to YAMBOUVER, via INLAND
SEA, KOREA and YOKOHAMA.

RATES OF PASSAGE.

From Hongkong First Class.
To Vancouver and Victoria, \$210.00
To Port Townsend, Seattle, Tacoma \$215.00
To Portland, Oregon, \$220.00
To Winnipeg, Minneapolis, St. Paul \$225.00
To Chicago, Kansas City, Milwaukee \$230.00
To St. Louis, Detroit, Cincinnati \$235.00
To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington. \$240.00
To Quebec, Boston, Portland (Maine) \$245.00
To Halifax, St. John's \$250.00
To Liverpool \$255.00
To London via Liverpool \$260.00
To Paris and Bremen \$265.00
To Havre and Hamburg \$270.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Ministers, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months, off Return Fare 50 per cent.

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points, and to Interior and Eastern Points, return tickets to U.S.A. not holding at least 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Proposed return tickets to European Points will be issued available for 12 months at double fare (Mexico Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points, and to United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passengers and Freight, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, December 9, 1890. 1991

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA.

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 18th December,

1890, at Noon, the Company's

S.S. *MELBOURNE*, Captain J. PAVA,

with MAILED PASSENGERS, SPECIE

AND CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Alexandria, and as

carried in transit through Mauritius for the

principal places of Europe.

Shipping Orders will be granted till

Noon.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 17th December, 1890. (Receipts for

to be sent on board, they must be left at

the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, December 4, 1890. 2093

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BREMER, HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON SUNDAY, the 21st day of Decem-

ber, 1890, at 11 a.m., the Company's

S.S. *SACHSEN*, Captain K. v. GÜSE, will

leave this Port for the above

places, calling at Genoa.

Shipping Orders will be granted till

Noon, Cargo will be received on board

until 4 p.m., Specie and Parcels until 3

p.m. on the 20th December. (Receipts

for to be sent on board, they must be

left at the Agency's Office.) Contents

and value of Packages are required.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOHERS & Co.,

Agents.

Hongkong, November 24, 1890. 2099

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship *OCEANIC*, and to

be dispatched on THURSDAY, the 18th

December, 1890, at 1 p.m., on a

connecting steamer to Japan, via

Shanghai and Japan Ports.

All Parcel Packages should be marked to

address in full, and some will be received

at the Company's Office until 5 p.m. the

day previous to sailing.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$332.00

To Liverpool, \$225.00

To London, \$332.00

To other European ports at proportion-

ate rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service

and the Imperial Chinese Customs, to be

obtained on application.

Passengers by this Line have the option

of proceeding Overland by the Southern

Pacific and connecting Lines, Central Pacific,

Northern Pacific or Canadian Pacific

Railways.

Passengers, who have paid full fare, re-

marking at San Francisco for China or

Japan (or vice versa) within one year will be

allowed a discount of 10%. This allowance

does not apply to through fares from China

and Japan to Europe.

Consular Licenses to accompany Cargo

destined to points beyond San Francisco

in the United States, should be sent to the

Company's Office, addressed to the Col-

lector of Customs, San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 504, Queen's Road Central,

Hongkong.

C. D. HARKMAN,

Agent.

Hongkong, November 26, 1890. 2024

COLLEGE OF MEDICINE FOR

CHINESE.

RESIDENTS in the Colony would

be materially aided by the SENATE of the

COLLEGE by forwarding to the ALICE

Memorial Hospital

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the

Student's Reading Room and Library.

Address to

JAMES CANTLE,

Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or

PAPERS will be thankfully received

at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1887

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Hongkong, July 25, 1887

Mails.

U. S. MAIL LINK.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND ROUTING

TO YOKOHAMA AND SAN

FRANCISCO.

THE U. S. Mail Steamship *CITY OF**RIO DE JANEIRO* will be de-

parted for SAN FRANCISCO, via

YOKOHAMA, on TUESDAY, the 30th

December, at 1 p.m., taking Passengers and

Freight to Japan, the United States, and

Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Overland Lines, to the United States, via

Overland Railways, to Havana, Trinidad,

and Demerara, and to ports in Mexico,

Central and South America, by the Com-

pany's and connecting Steamers.

Through Passage Tickets granted to all

trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$225.00

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Company, No. 504, Queen's Road Central,

Hongkong.

C. D. HARKMAN,

Agent.

Hongkong, December 6, 1890. 2100

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Hongkong, July 25, 1887

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